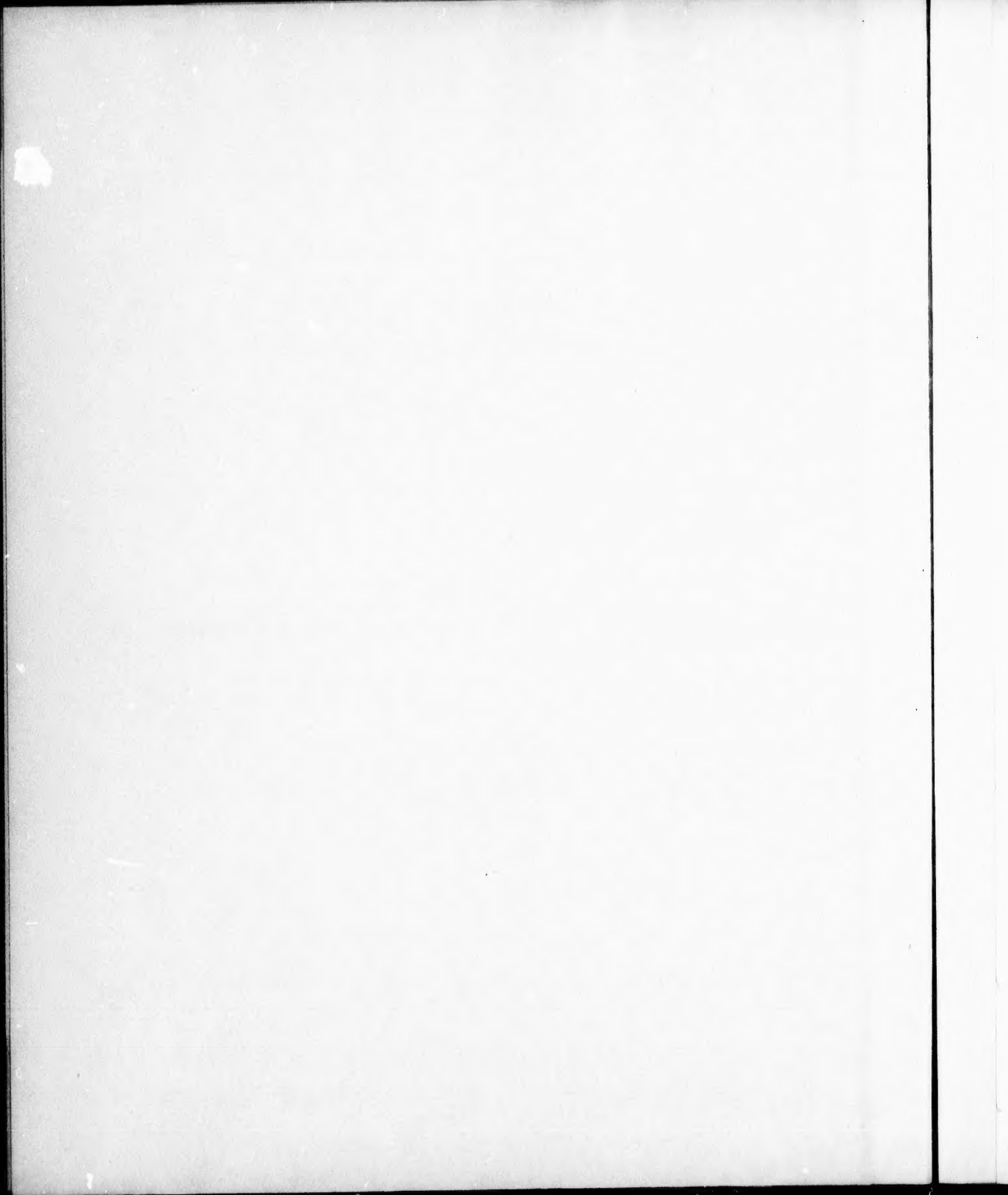




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THE RIGHT HON. SIR JAMES R. G. GRAHAM, BART., G.C.B., M.P.

A

Series of Fourteen Sketches

MADE

DURING THE VOYAGE UP WELLINGTON CHANNEL IN SEARCH OF

SIR JOHN FRANKLIN, K.C.H.,

AND THE MISSING CREWS OF H.M. DISCOVERY-SHIPS EREBUS AND TERROR;

TOGETHER WITH

A SHORT ACCOUNT OF EACH DRAWING.

BY

COMMANDER WALTER W. MAY, R.N.,

LATE LIEUTENANT OF H.M. DISCOVERY-SHIP ASSISTANCE (CAPTAIN SIR EDWARD BELCHER, C.B.)

LONDON:

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DESCRIPTION OF PLATES.

THE following Sketches are intended to illustrate a few of the principal events and features of the Expedition under the command of Captain Sir Edward Belcher, C.B., which sailed from England in 1852, in search of Sir John Franklin and the missing crews of H.M. Discovery-Ships *Erebus* and *Terror*,—of those events, at least, which came under my own particular notice; some in a picturesque point of view, and others to illustrate "Arctic Travelling," which latter, though ably explained to the public in other works, has not yet been produced as one of the principal objects in a series of Sketches.

I.—THE ARCTIC SQUADRON IN LIEVLY HARBOUR, ISLAND OF DISCO, WEST COAST OF GREENLAND.

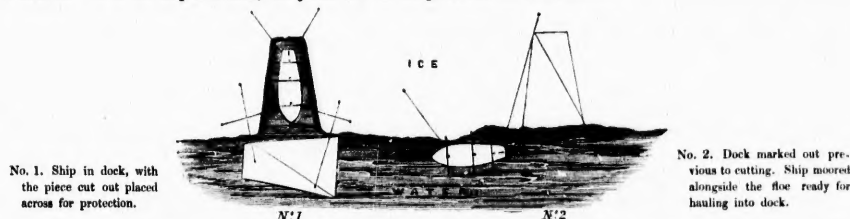
The Squadron left England on the 20th of April, 1852, and after a short stay at Stromness, proceeded to the Whale-fish Islands, and from thence to Lievly.

We found Lievly an unusually snug harbour, with a small settlement of Danes and Esquimaux located on the south side of the harbour. The Danes had built themselves wooden houses; but the Esquimaux, with some exceptions, still continued their old system of burrowing under ground—that is, digging a trench and roofing it with mud, with a small window at one end. They then make a long passage of mud, which serves for an entrance to the dwelling. The natives at Disco are much cleaner, and better in every way, than at any other of the settlements on the coast, owing, no doubt, to their intermarriage with the Danes.

The dresses of the Esquimaux at this place are similar to those so often represented, only they have the advantage of linen in summer, instead of seal-skin. They wear a short frock to the waist, with a hood on the back, something like the hooded capes worn by ladies, in which, however, these Esquimaux carry their children. The rest of the costume is completed with a pair of seal-skin breeches and boots.

II.—LOSS OF THE *M'LELLAN*.

After leaving Lievly we soon fell in with the pack ice, and with the whalers, in all about fifteen, made fast to the floe, waiting for an opening. Immediately the ice opened, there was a general bustle among the Ships which should be first; and on one occasion, the American barque *M'LeUan* had led us all up a long crack or lead in the ice, until she came to the end of it. The older whalers were for cutting into dock, which all (but our too sanguine American friend) immediately did. This cutting into dock is a simple contrivance. The crew of the ship are divided into about six parties, and manning the same number of saws. They then proceed to cut a dock in the ice, about a third longer than the vessel to be docked. After the ship is docked, the pieces cut out are placed across the entrance.



Before the morning the crack began to close. The two floes ground against each other, tossing the fleet in every direction. One ship was turned one way, another another. But the American was now in a dangerous position. The ice, which had only moved the other vessels, crushed her broadside in; shortly afterwards the ice eased a little, and the carpenters of the expedition managed to make her again watertight. This only lasted for a short time, as the ice closed again and rendered her irreparable. The Sketch was taken when the men were deserting the wreck; some were launching their boats to a place of safety. Boxes, beds, casks, clothes of every description, were scattered about the floe. It formed a most animating scene, and made a capital subject for a picture.

III.—H.M.S. *ASSISTANCE* AND *PIONEER* IN WINTER QUARTERS—RETURNING DAYLIGHT.

This Plate is intended to represent a curious effect of the power of the moonlight before the return of the sun. On a clear day in the end of January, when the sun was below the horizon, but sufficiently strong to give a beautiful tinge of pink over that part of the landscape, I was walking on the floe, and observed that all the shadows were the wrong way. I immediately saw that the moon was more powerful than the returning sun, and with the two lights, one at each end of the picture, a very remarkable effect was produced. The *Pioneer's* fine rigging was thrown out strong against the clear pink sky, while the cast shadows were sharply marked on the field of ice around me.

IV.—H.M.S. *ASSISTANCE*, IN TOW OF THE *PIONEER* (CAPTAIN SHERARD OSBORN), PASSING
JOHN BARROW MOUNT, NORTH OF WELLINGTON CHANNEL, 1853.

This was a remarkable table mount on the east side of the Queen's Channel, named by Sir Edward Belcher after Mr. Barrow, of the Admiralty.

My sketch was taken on one of those beautiful calm evenings which are peculiar to that region,—the land lit up by the never-setting sun. Passing every now and then a few pieces of ice, some sea birds, or a seal rose occasionally to look at us. These were the only objects, besides the whirl of the *Pioneer's* screw, to disturb the dead silence which prevailed, or to attract any notice.

V.—H.M.S. *ASSISTANCE* AND *PIONEER* FAST TO THE FLOE, OFF CAPE MAJENDIE,
WELLINGTON CHANNEL, 1853.

The sketch in this Plate takes us to the head of that interesting channel, previously explored by Captain Penny, where it was supposed, for some time, Franklin and his ships had gone.

Cape Majendie is the northern boundary of Wellington Channel, fifty miles to the northward of which, in the Queen's Channel, H.M.S. *Assistance* and *Pioneer* wintered in 1852-3. The Sketch was made at midnight, the red cliff being covered by a table-cloth of white mist. There was about two miles of floe between us and the shore, which, together with Dundas Island on the left, completed the scene.

VI.—PERILOUS POSITION OF H.M.S. *ASSISTANCE* AND *PIONEER*, ON THE EVENING OF THE
12TH OF OCTOBER, 1853.—DI BAY.

We were now on our return down the before-named channel. Many fruitless attempts to penetrate the loose pack, we gradually got in shore, and were finally frozen in. Parties had gone to Beechey Island over the new ice, and preparations were made for a second winter. The ship was housed in, with all her boats placed on gallows, above the gunwale, when, on the 13th of October, a heavy gale came on from the S.W. Several hawsers were immediately got out and made fast to some heavy grounded ice inshore of us. The lower yards and top masts were also struck.

Before the gale had attained its highest the ice ahead began to give way, breaking off in pieces, and gradually bringing the water nearer to us. At last, half of the ice, which kept the ship in, broke out, and we were left to our ropes astern. The ship commenced drifting rapidly out, bow first, when the anchor was let go. She immediately tried to swing head to wind, but the hawsers fouling brought her broadside on, and with the top weight of the boats, together with the housing, nearly put her on her beam ends. However, the hawsers were cut or let go, and she gradually swung to the wind and righted.

The Sketch represents the ship on her broadside, before the hawsers were let go.

The *Pioneer* in the mean time being better secured, and holding less wind, did not break out for two hours afterwards, and also brought up with her anchor. The sea was in a sheet of foam, dashing over the grounded ice and floating pieces.

VII.—H.M.S. *ASSISTANCE* AND *PIONEER* BREAKING OUT OF WINTER QUARTERS, 1854.

In the summer of 1854, while the *Assistance* and *Pioneer* were under the temporary command of Captain Richards, during the absence of Sir Edward Belcher, we were all waiting in anxious expectation for a gale or some phenomenon of nature to release us from our ice-bound position. We had only seen a crack or two from an adjoining hill, and never thought that in a few hours such a change could occur to liberate us.

The day had been calm, with thick fog. About six in the evening the ice about the ship began to move, but the fog was so intense that we could not see to what extent the change might be. However, at about twelve the fog suddenly rose, and showed us that we were liberated,—domestic offices, bear-skins drying, dirt heaps, washed clothes, &c., were all floating away, each on their own piece of ice. The sun peeping out above the vanishing fog bank, with the ships loosing their long furled sails, completed my subject for a Sketch.

In the arrangement of these few Drawings, together with the account of each, I have thought it better to place all the ships' subjects together and all the travelling together, though some of the travelling scenes occurred before those which precede them. Among the Plates I shall now try to give a truthful description of the mode we pursued in

ARCTIC TRAVELLING,

which has been brought to such a wonderful state of perfection, chiefly, as is admitted by all parties, through the great attention given to the subject by Captains M'Clintock, Richards, Sherard Osborn, Meecham, &c.; and by the judicious arrangements of Captains Austin and Ommanney on the former voyage.

As soon as Christmas was over, and the year 1853 had set in, we immediately commenced preparing our travelling parties; each officer was nominated to his sledge, together with the crew. Some consisted of eight, some ten men; each party were provided with a tent, sledge, mackintosh cloth, buffalo robe, cooking apparatus, and a blanket bag for each man, with forty days' provisions for the eight, and fifty for the ten-men sledges. These parties were to go over hundreds of miles of country, and it needed some preparation and forethought, so that no accident or failure might occur.

The whole of the fitting of our own sledges was under the direction of Captains Richards and Osborn, who were preparing the Western Division.

Our first plan was to lay out a large depôt on the opposite shore, Cape Lady Franklin. This was undertaken on the 10th of March, the temperature being about 10° (though afterwards it fell several degrees below zero). The men were all in first-rate condition and health, though they had been pent up for a whole winter; I attribute this, partly, to the salutary effects of Messrs. Allsopp's Burton Ale—a large quantity of which we were supplied with, and issued it every week to the men; and in writing this little account, I cannot pass over the remembrance of the comfort we received from having that splendid article on board. As I have said, the western division left on the 10th of March, to lay out a depôt and boat on Cape Lady Franklin. This service required about six sledges and crews.

We had hardly proceeded half-way across the channel, before we were partly stopped by about ten miles of hummocks, I may almost say mountains, of ice. There was no alternative, but we must pass them, though each party had to drag a ton weight after them. The pieces were piled up and thrown in every direction: one large block of ice had been pitched on its head just as if it was turning over, and then left in that position without falling on its flat. Through these hummocks we had to find and cut a road.

VIII.-IX.—DIVISION OF SLEDGES FINDING AND CUTTING A ROAD THROUGH HEAVY HUMMOCKS, IN THE QUEEN'S CHANNEL.

In PLATE VIII. are two sledges: one has passed over a bank of snow, and is going at a great rate down the opposite incline; the other is using every nerve to get its heavy burden up.

In the next Plate (IX.) the whole party have come to a stop, and with picks and shovels are obliged to cut a road through some heavy piles of ice before they can proceed with their sledges.

The sun is shining across the picture, leaving the objects in foreground in shadow and lighting up the rest of the turned-up pieces of ice in the distance.

X.—DIVISION OF SLEDGES PASSING CAPE LADY FRANKLIN; EXTRAORDINARY MASSES OF ICE PRESSED AGAINST THE NORTH SHORE OF BATHURST LAND.

After five days' march we reached Cape Lady Franklin, and I must say I never saw in the Arctic Seas such cliffs of ice as were piled against the Cape. In one part, it was quite perpendicular; at least from 60 to 70 feet in height. The Sketch represents the sledges going in towards a gap in this tremendous barrier.

The depôt was deposited, and we all returned in safety to our ship.

The final departure of the western division of sledges, under Captains Richards and Osborn, took place on the 4th of April.

Captain Richards and his party were to examine the northern coast of Bathurst and Melville Island, and during his trip of eighty days, they went over about 800 miles of ground. Commander Osborn accomplished about 900; and the rest of the officers' parties, in carrying out depôts, passed over from five to six hundred miles each.

XI.—SLEDGES IN A FRESH FAIR WIND, GOING OVER HUMMOCKY ICE.

Occasionally while travelling we were fortunate enough to obtain a fair wind to assist us along, and the Sketch in PLATE XI. represents the sledges with a fresh breeze under sail, going over hummocky ice.

The principal sledge in the Sketch has passed over one of these hummocks, and is now rushing with the force of the wind down the incline on the other side of it. The drift is so strong that it makes some of the objects appear quite indistinct, and with the sky drift and sledges all going together, a different picture is presented to any of the rest in the work.

XII.—ENCAMPING FOR THE NIGHT.

The encamping for the night, and returning through water during the summer, complete the illustrations of the travelling.

Encamping was one of the most interesting and animating scenes when there was a large division of sledges: all pitching their tents at the same time, one taking his things into the tent, cooks lighting their fires, others getting snow, and, in fact, every one actively employed, showing that all *must* be done quickly, otherwise our friend Zero, who had to be driven away for the time by the exercise, would very soon have taken hold of us.

The travelling during the summer, when the water is on the floe, is by far the worst of all—having to go all day through water a little above the freezing point—sometimes up to one's knees—and, by the constant splashing, being wet all over; this was indeed trying, both to officers and men, but all bore it cheerfully. Nothing, indeed, could surpass the good humour and good conduct of the men throughout this trying service.

XIII.—SLEDGE PARTY RETURNING THROUGH WATER DURING THE MONTH OF JULY.

The Sketch in this Plate is intended to represent Captain Richards' party returning across Byam Martin Channel, in the month of July. They are supposed to be bringing the *Pioneer's* ice-boat from Melville Island, 200 miles from the ship, where she had been placed by one of his depôt sledges in the spring.

XIV.—RELICS BROUGHT BY DR. RAE.

The relics of the Franklin Expedition brought home by Dr. Rae, and of which by permission I obtained a copy, are produced in this Work. I thought they would be deeply interesting to many. They are now to be seen at Greenwich Hospital, where the Lords of the Admiralty have caused them to be deposited with other national relics connected with the naval service of the country.

Sir Edward Belcher's Expedition returned to England in October, 1854, the ships composing it having been abandoned by his orders in the spring of that year—the *Assistance* and *Pioneer* in Lat. $75^{\circ} 25' N.$, Long. $92^{\circ} 15' W.$; and the *Resolute* and *Intrepid* in Lat. $74^{\circ} 43' N.$, Long. $101^{\circ} 22' W.$

The officers and crews returned in H.M.'s ship *North Star* (Captain Pullen), and in the *Talbot*, and *Phoenix* (screw ship), the two latter having been sent out from England in the summer with supplies, under the command of Captains Inglefield and Jenkins.

Although the Expedition was unable to throw further light upon the fate of the unfortunate parties of whom it was in quest, very great and important discoveries were made by the two divisions. It fell to the lot of Captain Kellett's division, besides making great discoveries in which the names of McClintock and Meham are conspicuous, to afford effectual relief to Captain McClure, who, after discovering the North-West Passage, and solving the long-disputed problem of the junction of the two great oceans, the Atlantic and Pacific, was hopelessly frozen in in the Bay of Mercy, on the north shore of Banks's Land. Lieutenant Bedford Pim was the first officer to communicate with him. Sir Edward Belcher's division explored and accurately defined the northern shores of the extensive range of islands known as the Parry Group.

I cannot close these pages without mentioning the name of M. De Bray, a French officer who volunteered to serve in the expedition, and who made himself universally beloved and respected. He was attached to the Western division. This young officer, and the brave but unfortunate Bellot, are the first Frenchmen who have navigated the Arctic Seas; and their names will probably stand alone on the page of Arctic history.

LIST OF OFFICERS IN THE SQUADRON UNDER THE ORDERS OF CAPTAIN SIR EDWARD BELCHER, C.B.

H.M.S. ASSISTANCE.

Captain Sir EDWARD BELCHER, C.B.
Commander G. H. RICHARDS.
Lieutenant W. W. MAY.
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Master J. F. LONEY.
Surgeon D. LYALL, M.D.
Mate J. B. GROVE.
" F. B. HERBERT.
" F. W. PYM.
Clerk in Charge J. LEWIS.

H.M.S. RESOLUTE.

Captain H. KELLETT, C.B.
Lieutenant F. MEHAM.
" B. C. T. PIM.
" R. V. HAMILTON.
Master G. F. McDUGALL.
Surgeon W. T. DOMVILLE, M.D.
M. DE BRAY, of the French Marine.
Mate R. ROCHE.
" G. S. NARES.
Clerk in Charge — RICHARDS.

H.M. Steam Tender PIONEER.

Commander S. OSBORN.
Master J. H. ALLARD.
Assistant-Surgeon J. B. RICARDS.
Engineer J. HARWOOD.
" H. P. WEBB.

H.M.S. NORTH STAR.

Commander W. J. S. PULLEN.
Master J. PULLEN.
Surgeon—M'CORMICK, M.D. (for boat service).
Assistant-Surgeon F. Y. TOMS.
Clerk in Charge W. ELLIOTT.
Second Master W. B. SHELLABEAR.

H.M. Steam Tender INTREPID.

Commander F. L. MCCLINTOCK.
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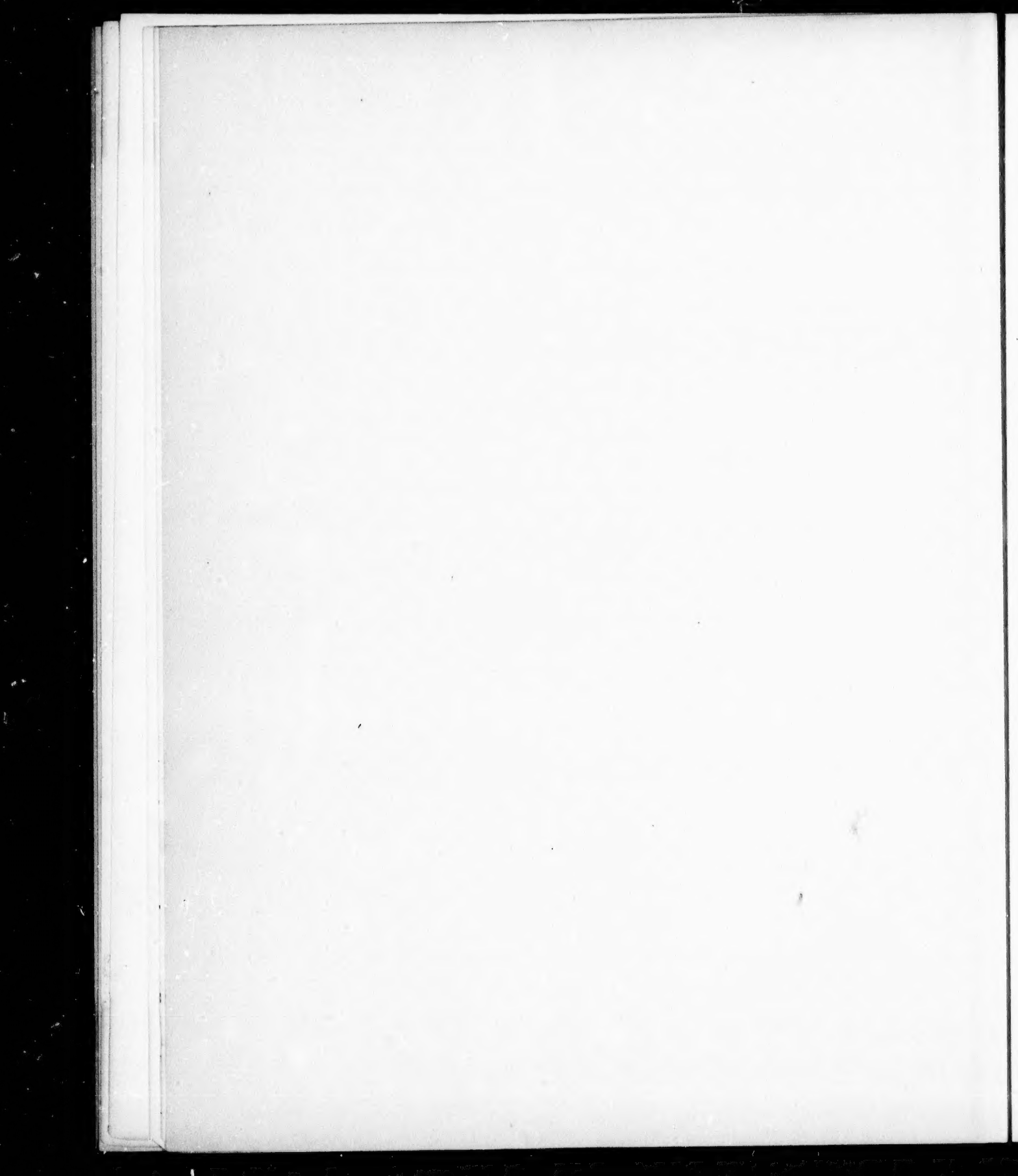
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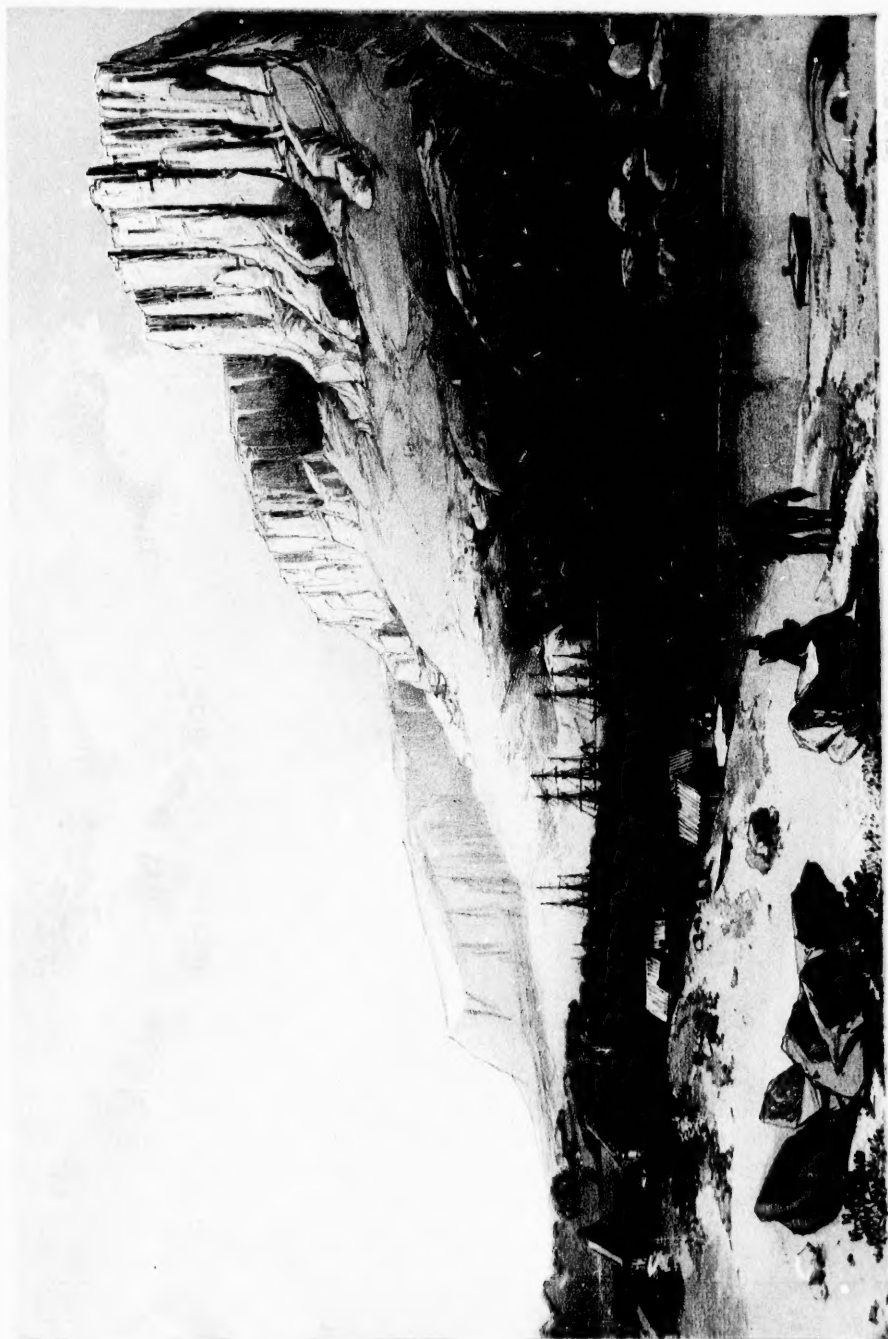
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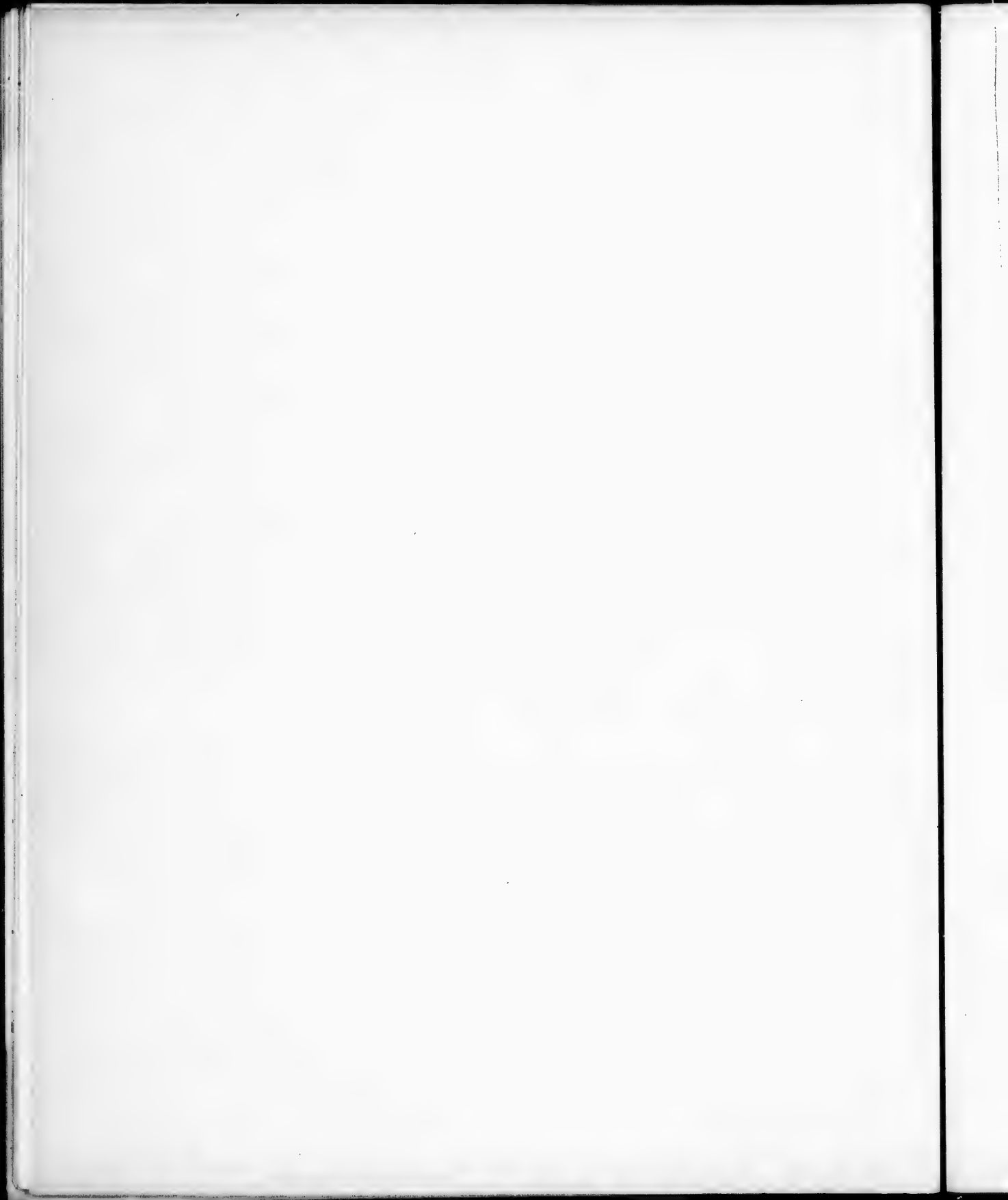
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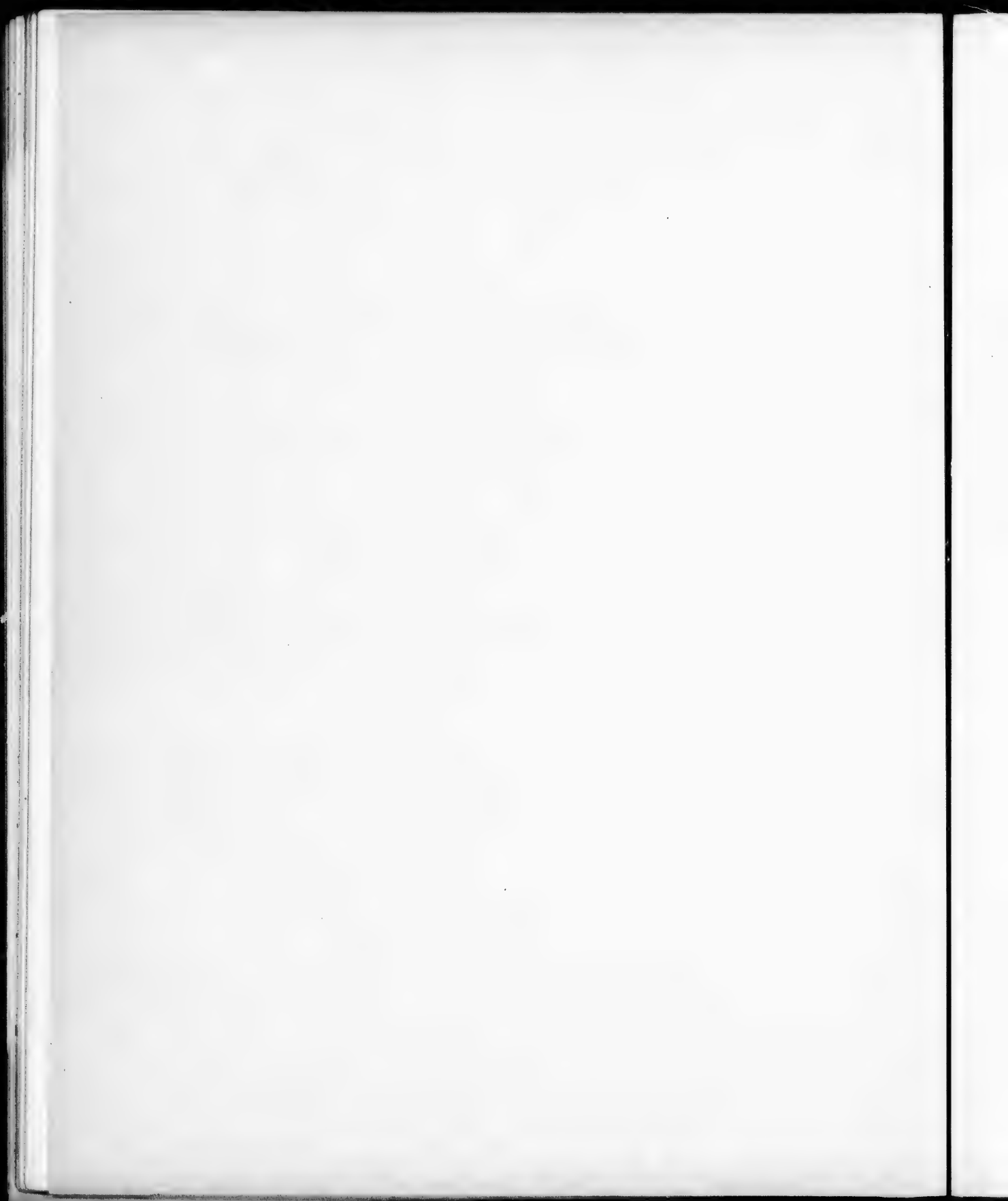


THE LITTLE HARBOR IN LITTLE HARBOR, ILLINOIS, OF THE COAST OF GREENLAND.





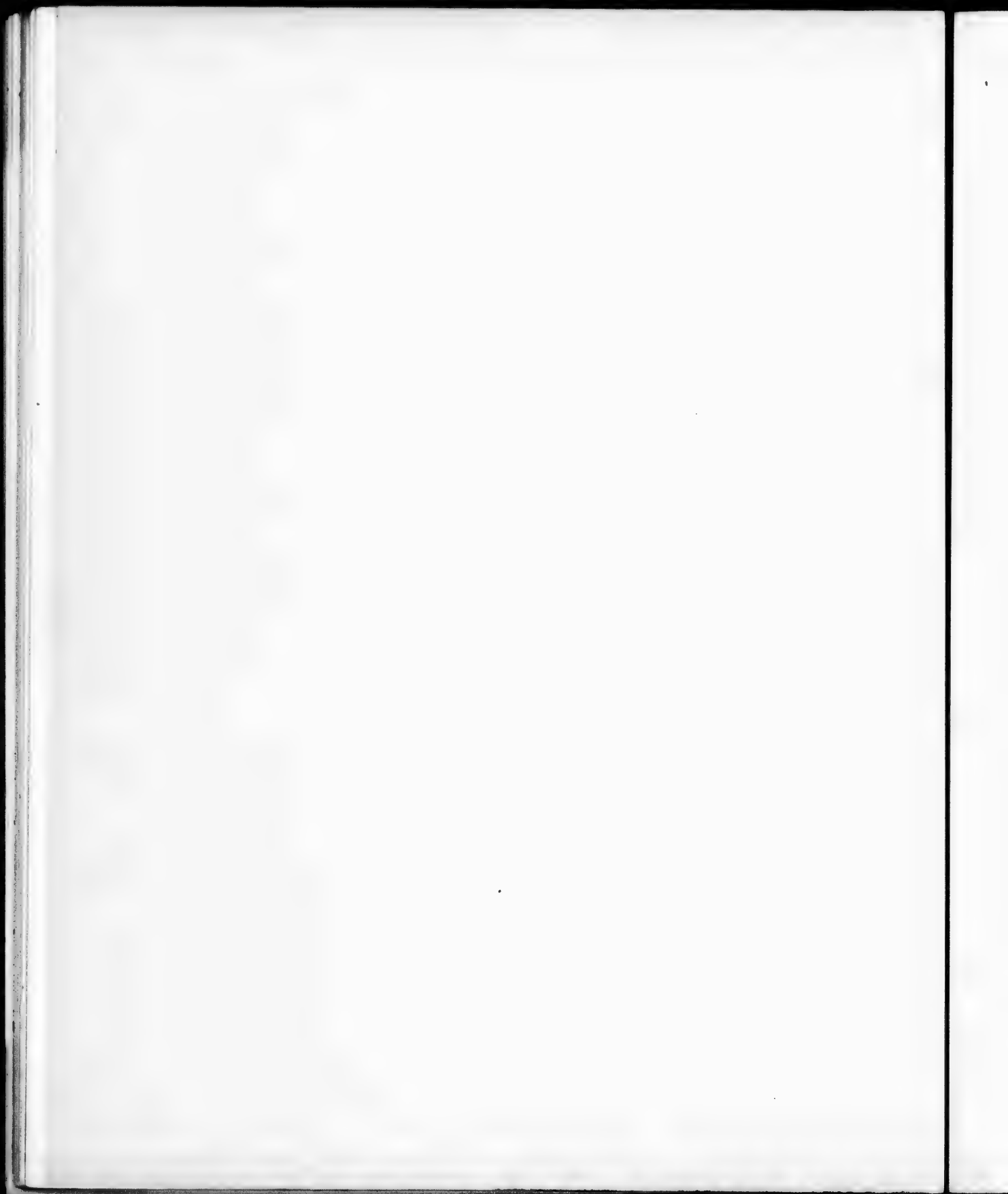


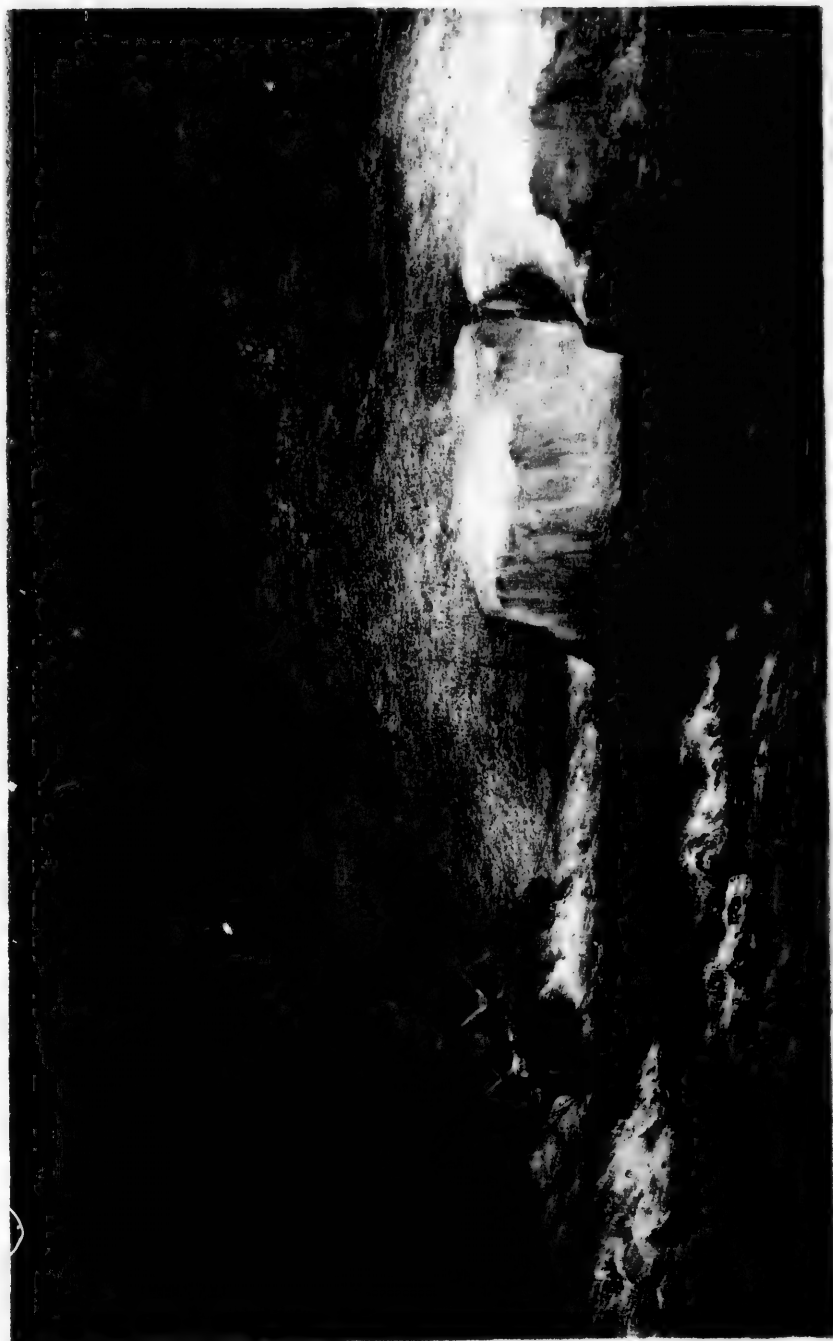








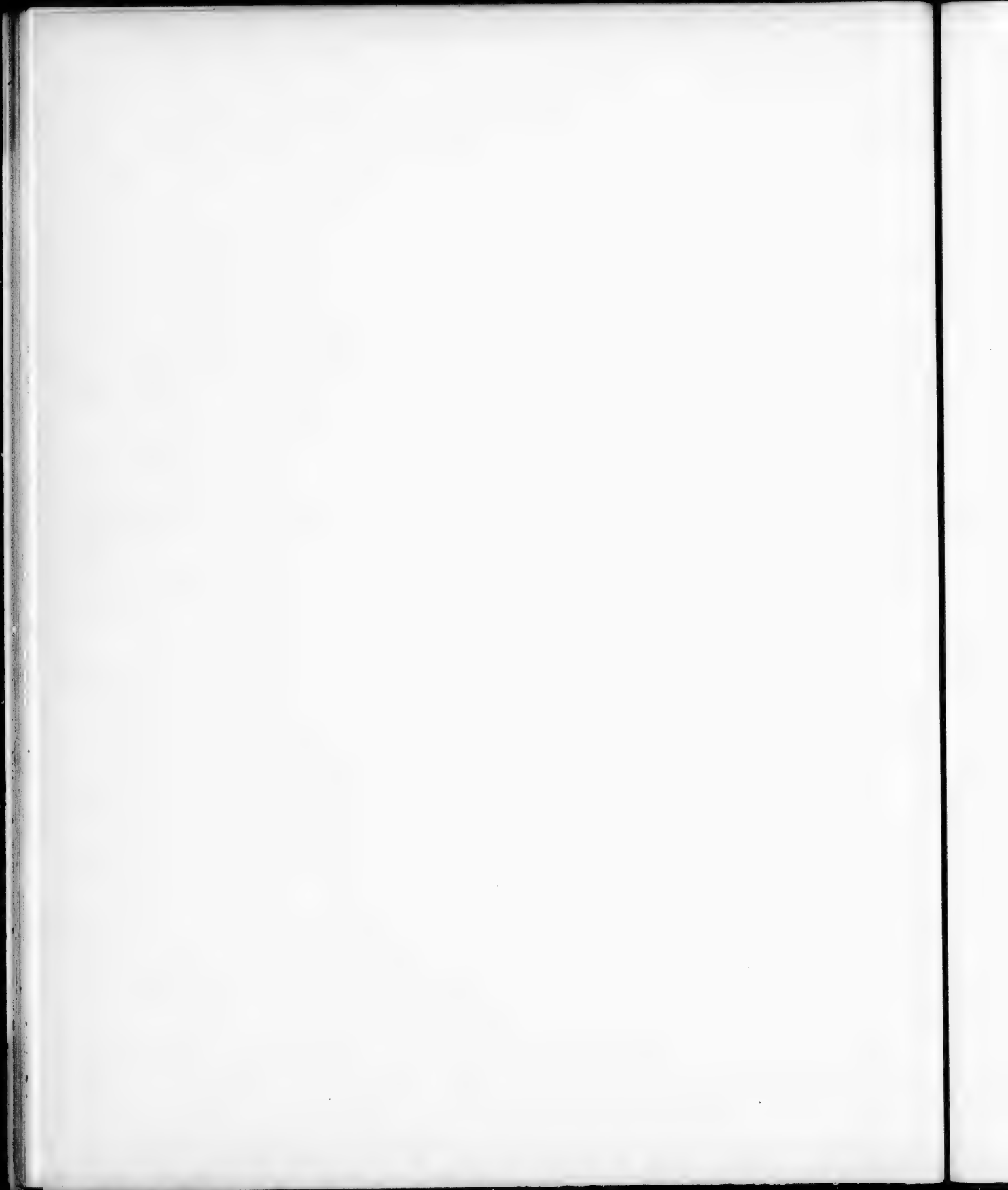




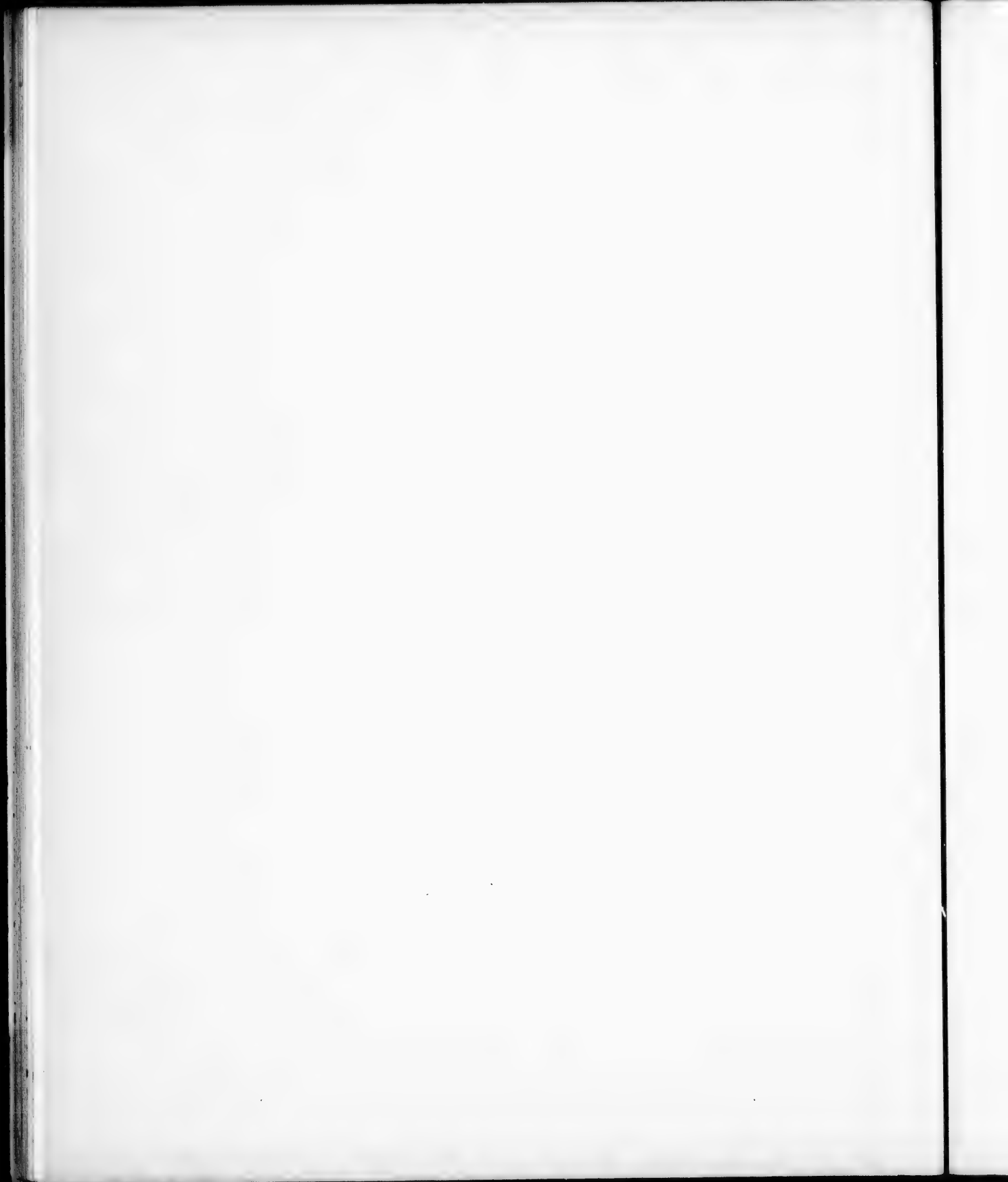




















THE GROUP ON THE BEACH, AFTER THE LUNCH BREAK, 1911.

